



August

Minneapolis, Minnesota U.S.A.

2016

Competition Fun Fly Brings Excitement To TCRC

by Steve Meyer

On July 9th, nine pilots showed up at the TCRC Jordan Model Air Park for Kris Hanson's Competition Fun Fly.



It was a perfect flying day with lots of pilots at the field. By 10:00 AM, CD Kris Hanson had nine pilots signed up for the contest. Time allowed for four events to be flown and these were drawn from a list of fun fly events, so nobody knew what to practice. Between each round there was open flying for those not-competing, and there were plenty of spectators.

The four events:

Most Rolls in 30 Seconds

Take off to level flight then timer would start and you had 30 seconds to do as many rolls as possible.

Take Off—Most Loops—Touch down in 30 seconds

Pilot had to take off and the timer started when the wheels left the ground. The pilot had 30 seconds to do as many loops as possible and

then touch the wheels back to the ground. For every 5 seconds over 30 a loop would be deducted.

Egg Drop

Pilot had two chances to drop; an egg from a cup that was rubber banded to the top of the airplane, onto a target on the ground.

Limbo

The airplane had to pass under a ribbon stretched across the runway. Starting height was five feet. Pilots had 3 chances at every height, with the ribbon dropping one foot after every round.

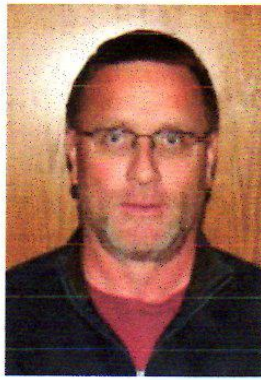
After the events, the winners had been Steve Meyer, Kris Hanson, Dave Erickson and Luke Hanson.

When all the points from all the events had been totaled, there was a tie between Kris Hanson and Dave Erickson. To break the tie, the two had to do a combat fly off. Each pilot had a long ribbon on the back of his plane and the grand winner was determined when Kris cut Dave's streamer.

Thanks to Kris Hanson for again chairing this fun event, and thanks to all of the pilots and spectators who came down to Jordan to enjoy a beautiful sunny day and watch some entertaining flying. **J**

A Note from The Head Wing Nut

By Bob Briesemeister



Hello TCRC Members!

I hate to sound redundant but the water has receded and the field is open for flying once again. We closed it on the 20th and reopened it on the 29th. Hopefully the dog days of summer are here and the rain will be falling at a more normal rate than in June and July. I know that there was some flying done at the fairgrounds but the fair interfered with that for a few days as well.

On to a more positive note, the runways were repaved right before the flood. The paving company had some trouble getting the trucks close to the runways to dump the asphalt which in turn made some ruts that now need to be fixed. With the issue of having to move the piles by bobcat and smaller trucks the paving process took more time and we ended up with a few areas of the runways that will also need some repair. I hope to have these issues addressed and corrected in the next couple of weeks.

There were a few events held at the field in July. First to start was the competition fun fly held on the 9th. I would like to thank Kris and Luke Hanson for putting on this event. I was not able to attend but heard that 7 or 8 pilots competed and a good turnout of spectators.

The next was the July membership meeting held on the 12th. It was a little windy but did not move it back to the church hoping it would die down towards evening. Some people did get some flights in and it was still nice to be at the field instead of indoors on a nice sunny evening.

The final event was Wings Over Jordan. We had 24 pilots with 3 from other clubs. We also had some spectators come down and check out the field and watch the flying. It started out to be a great day for flying but later in the afternoon the wind started to pick up. The TCRC café was open for business with brats and hot dogs and overall it was a lot of fun. I hope we can build up this event for the coming years.

On to August. The Wisconsin Fun Fly is this coming weekend. I'm sure you could still find room or just go up for the day. Contact Jim Cook for more information if interested.

The August membership meeting will be held at the field on the 9th. Look for an email only if it has to be moved due to the weather. The

plane raffle will be held like any other meeting and yes there will be food.

Model Aviation Day (MAD) will be held on the 20th. This is our way of promoting the hobby that we all love to do. Come out and fly or volunteer to help. We need people to help on simulators, buddy boxes, assist in bringing planes for static display and run the TCRC café. Contact Doug Elyea for information and to volunteer.

This month's plane is a Horizon Hobby Timber which is a bind and fly airplane. Retail price is \$240.00 and still only \$5.00 per chance.

See you at the meeting

J

Model Aviation Day August 20th

TCRC will be hosting its 19th Annual Model Aviation Day (MAD) on Saturday, August 20th.

Doug Elyea is the chair of the event this year and he says we still need helps in the following areas:

- Concession cooks and helpers
- Airplanes for static display
- Pilots and Planes for demos
- Flight Simulators
- Trainer aircraft and buddy boxes
- Greeters

MAD is a great time to introduce neighbors and other people who are interested in our hobby.

Please plan on helping at MAD on July 20th. Be sure and wear your TCRC shirts and hats. Let's let others know what a great hobby this is!

J

Pictures From TCRC's Competition Fun Fly



Chairman Kris Hanson carefully puts an egg into the cup atop Dave Erickson's plane as Dave prepares for an attempt in the 'egg drop'.



Steve Meyer's airplane was a victim of the limbo pole during the Competition Fun Fly. A nick in the wing and missing wheels will be easy to repair.



Another plane is readied for the egg drop contest. The pilots all enjoyed this challenge with the winner dropping his egg 10 feet from the target.



The shelter at the Jordan field provided some shade to the spectators and pilots at the TCRC Competition Fun Fly.



The Jordan Model Air Park was looking pretty nice and neat as the airplanes in the pits basked in the warm sunshine between the four events at the Competition Fun Fly.



Kris Hanson was the chair for the Competition Fun Fly, but he was also a very tough competitor as he shows his skills during one of the timed events during the contest. His skills made him the overall champion after the dust had settled.

Photos by Steve Meyer

July ‘Meeting At The Field’ Has Great Attendance And Weather

by Jim Cook

At 4:30 PM on Tuesday, July 12th, there were already a lot of pilots at the TCRC Jordan Model Air Park. At that time the wind was a little brisk and gusty, but by meeting time of 7:00 PM, it had dropped down to almost nothing.



President Bob runs through a brief business meeting before adjourning for more flying time at the ‘Meeting At The Field’.
(Photo by Jim Cook)

The field was in nice shape and had been freshly mowed. The sun felt good and with the early breeze there wasn't any problem with insects.

Bob rang the dinner bell promptly at 5:30 and the 25 or 30 members lined up for brats and hotdogs from the grill as well as chips and dessert. There was plenty of food and no one left hungry.

When 7:00 PM arrived and the meeting started, the main topic of conversation was the possibility of moving up the timetable on paving the runways to take advantage of the low cost of gasoline. Two bids had been received for the job. The membership moved to recommend to the board to accept one of the bids and proceed with blacktopping the runways, taxiways and pits.

Other business was conducted, new members in attendance recognized, and then the meeting was adjourned and the pilots headed back to the flight line, where the windsock was now hanging limp and there was still plenty of sunshine for flying.

The August 9th membership meeting is also scheduled to be at the Jordan Model Air Park, with dinner at 5:30 and the business meeting at 7:00, and of course, flying before and after.

(See page 5 for more photos from the August Meeting At The Field.) J

Calendar

- Aug. 3** **3rd Quarter Board Meeting**
Pres. Bob's Home
7:00 PM

- Aug 5-7** **Wisconsin Fun Fly**
Siren & Rice Lake
Wisconsin
Jim Cook &
Bill Sachs

- Aug. 9** **TCRC Meeting At The Field**
Dinner at 5:30
Meeting at 7:00

- Aug. 12-14** **Northern Alliance Military Fly-In**
SMMAC Field
Owatonna, MN

- Aug. 18-20** **Warbirds & Classics Over The Midwest**
Fond du Lac, WI

- Aug. 20** **Model Aircraft Day**
TCRC Model Air Park, Jordan, MN
Doug Elyea



Pictures From The July Meeting At The Field



At 4:30 the windsock at the field was standing out pretty straight prior to the 'Meeting At The Field'.



By the time the meeting ended, the wind was non-existent as the pilots headed back to the pits.



There was plenty of chow for all at the meeting.



The officers preside at the July meeting.



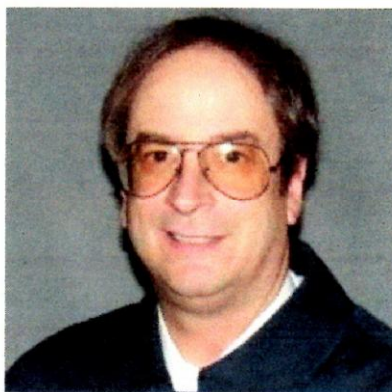
The TCRC officers had a short conference after the meeting to discuss the runway paving.



The flightline at the 'Meeting At The Field' was a busy place before and after the meeting.

The Right Seat

by Mark Wolf



Wind – Part 3

*(Editor's Note: This is a four-part series on wind with Part 1 appearing in the June **Flare Out**, and the series continuing thru July, August and September.)*

Our model flying is challenging. From the pilots' station we see the plane moving around and reference it to our fixed position on the flightline. (Assume non-FPV piloting here) We see the plane moving through the air and reference its speed (airspeed) over the ground. The challenge: Piloting and airplane that performs in the air while it maintains its airspeed, by the combination of our pilot control inputs and the associated aerodynamics involved while referring those pilot control inputs to how fast or slow the model is moving over the ground or its groundspeed. With no wind present, those airspeed and groundspeed 'speeds' are the same. But that's a rare occurrence and this is part three, so let's review a little more.

The wind affects all phases of flight, from ground/taxi operations, take off, flying around, landing, and taxiing back to the pits. Once off of the ground the airplane feels nothing but its own speed through the air. It makes no difference what its speed happens to be in relation to the ground. It simply proceeds upwind, downwind, crosswind or in no wind at all.

Headwinds are favorable for takeoffs and landings but once airborne those headwinds slow down our forward progress over the ground. Recall from last time our carrier takeoff example. As soon as we lifted off of the carrier deck we were flying at 100 kts. airspeed through the air. However that air itself is moving back against us at 25 kts. Our groundspeed, over the ocean in the case, is 75 kts. ($100 - 25 = 75$).

Tailwinds add to our groundspeed. Turning around and flying with a tailwind (downwind) and that wind speed will now be in addition to our flying (airspeed) speed. In our example we're still flying at 100 kts. through the air and we're also moving with the air. Our speed across the ground is now 125 kts. ($100 + 25 = 125$).

Conversely, climb up to altitude sometime and see if you can head directly into a fairly strong steady headwind. Throttle back a bit to slow down and try to match your airspeed with the wind speed. Note: The small,

lightweight foamy lanes and high wing trainers/sport planes are good for this. When you've slowed to an airspeed that matches the wind speed, the airplane appears to hover stationary overhead. We're now flying at an airspeed through the air at the same speed that air itself is moving. Our groundspeed is zero.

Why the recognition between airspeed and groundspeed? It's the challenge we have of flying our planes that function based on their speed through the air while we control them by watching how fast they are moving across the ground relative to our pilot position. Through a series of test flights and as we gain experience with a particular model we come to recognize its performance limits and flight characteristics. We soon learn to associate a groundspeed that ensures a safe flying airspeed for all flight operations. The latest radio equipment with telemetry information including GPS speed information or specifically airspeed indications would be a nice feature to have to maybe take some of the guesswork out.

Turbulence or gusty conditions during any phase of flight can make it more difficult to recognize what pilot control inputs are required to correct for the wind effects. Basically it's what we've been doing all along to keep flying but it seems like more constant stick/thumb work.

We don't fly in only one direction and the wind doesn't always come from a direction that's advantageous for us either. It's not uncommon to takeoff, fly around and land with a wind blowing across our flight path (a crosswind). That topic is next. This is the end of Wind: Part 3. Part Four continues with dealing with a wind that's not right down the runway.

Until next time . . .

J

Watts Over Owatonna 2016 Edition

by Scott Anderson

The 2016 Watts Over Owatonna event will be remembered for its extremes.

Over 100 pilots attended bringing over 500 electric powered RC aircraft, ranging from simple foam ARF's to complex scratch-built projects. One such aircraft was a converted fabric kite powered by an out-runner motor on a vectored thrust gimbal.



A beautiful P-38 taking off at Watts Over Owatonna. (Photo by Scott Anderson)

The weather for [Thursday](#) and [Friday](#) was temperature in the mid 90's with heat indices of 104F due to the unusually high humidity.



Formation flying? (Photo by Scott Anderson)

On [Thursday](#) contest director Steve Mills said that having the heat was better than having rain. He was

right as [Saturday](#) morning waves of severe thunderstorms hit the field.



What's Over Owatonna? not Watts Over Owatonna! (Photo by Scott Anderson)

In spite of the temperatures, the flight line was used constantly and there was a lot to watch. The guys from Hobbico demonstrated many of their new aircraft. The SIG boys did a lot of flying of their SIG Senior and Seniorita Kadet's.



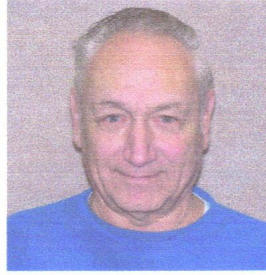
Another warbird getting ready to touch down at Owatonna. (Photo by Scott Anderson)

The flight line was masterfully managed by TCRC's own Steve Meyer who displayed his ironman capability to be out in the [sun](#) under those temperatures. He was assisted by Scott Anderson and [Saturday](#) by Chris O'Connor. TCRC members John Dietz, Joe Neidermayr and others enjoyed the flying and the camaraderie.

It was a great event and we look forward to the next edition of Watts Over Owatonna in 2017! **J**

Safety At The Field

By Larry Couture



Well here it is the end of July, and the field has been flooded for a week and a half but it is dry today on the 31st.

The new rule is that a plane needs an FAA number on it but the old rule is still in affect so in reality you need your name, address and FAA number on your airplane and the actual FAA license copy must be on your person. Now as safety officer for our club I will not be actually checking planes or persons for this information but I hope that everyone is in compliance when flying at our field.

The field was flooded again for a week and a half and the field is in need of some dry weather but it is flyable as Dan and I and a few others were there yesterday. Some days no matter how you try the direction arrow on the field is incorrect as the wind changes every few minutes as it did yesterday. In those times the pilots tell each other which direction they are going to fly and when it is time to land they must tell which direction they will land from, as during the flying time the wind has changed and they wish to land into the wind.

After all the equipment is down on the field all rules as to card posting, etc. will be in effect, but until then, let's all be aware so as not to have any mishaps.

Many things can cause an accident but the largest is unawareness of what's happening around you, so please be more aware of each other and what each of you are doing or going to do. This is helped by each one telling the others what you are going to do and making sure that they heard you!!!!

I will close with a PERSONAL CONDUCT VOW FOR ALL OF US TO USE:

I will always conduct myself in a responsible manner. Conscious that the maintenance of safety for others and myself rests with my ability to design and construct sound working models and to enthusiastically abide by the AMA, FAA and CLUB SAFETY CODE and I will abide by the decisions and follow the instructions of any designated person in charge or control of the session or event.

Thought for the day fly often, have fun and crash less, and as usual all landings from which you can fly again are great but not always graceful so keep the rubber side down.

Wisconsin Fun Fly August 5 To 7

by Bill Sachs and Jim Cook

The time for the 8th Annual Wisconsin Fun Fly is here, scheduled for August 5th, 6th and 7th and the hosts of the event, Bill and Sue Sachs and Jim and Mary Cook are promising fantastic weather again this year.

The Wisconsin Fun Fly is a two part event with float flying on Friday and land-based flying on Saturday and maybe Sunday.

The float flying occurs at the lake home of Jim and Mary Cook on beautiful Viola Lake in Siren, Wisconsin (2 hours northeast of the Twin Cities). Pilots and spouses arrive around 11:00 AM on Friday, for a brat and potluck meal, before an afternoon of float flying.

The runway flying occurs all day on Saturday, hosted by Bill and Sue Sachs, with the pilots flying at the Rice Lake R/C club's fantastic field located at the Hungry Hollow Steam Engine facility. The Rice Lake club is a very friendly group of R/C'ers who seem to think it's not better unless it's bigger! Lots of giant-scale aircraft will be in the air that Saturday.

Interspersed around the flying is lots of eating, with Saturday night being capped with a trip to Hanson's Hideaway in Haugen, Wisconsin for a great dinner.

The Wisconsin Fun Fly takes place within two hours of the Twin Cities. Be a part of the event this year!

Safety Always Comes First!

Runway Paving

by Bob Breisemeister

As you all know the club has been saving money for the past 6 years in a runway fund. The board has been looking into repaving the runways this year. At the July membership meeting, it was discussed and a motion was made to do the paving. It was put to a vote and it was a unanimous decision to do the paving. The three bids we had, ranged from \$24K to \$29K. There was not enough money in the runway fund so we had to take some money from the general fund to cover the total cost.

The company we chose was A to Z Asphalt who had done some paving for the club in the past and was also the lowest bid. A to Z was also able to do it sooner than the other two companies who bid the job. The work began on the 18th.

Prep work on the runaways began at 8:30 a.m. and the asphalt showed up at 10:30. They decided to dump the asphalt and load the paver with a Bobcat so that the trucks would not tear up the existing runways. The first two loads were able to be dropped close to the runways on the west end but the 3rd load the truck started to sink and could not get close. The remaining loads were then dumped on the parking lot and moved from there by a smaller truck to the runways. By having to do it this way, it slowed the paving process and they were not able to complete the job in one day. They came back the next day and finished the runways, taxi ways and pit lane. They were able to complete the work before the runways flooded that night.

Putting Down 1-1/2 Inches Of Blacktop On The TCRC Runways



The original runways were paved in 1989 and then only sealcoating being added since that time. (Photo by Bob Breisemeister)

The Jordan Field Was A Busy Place on July 18th



Larry Couture lends a hand during the paving of the runways. (Photo by Bob Breisemeister)

With this becoming a two-day job, we ended up with some cold joints on the runways and a few other areas of concern. These problems will be addressed now that the water has receded and the area has dried out.

We had a few members come down and watch during the process. I want to thank Larry Couture for staying at the field with me into the evening on Monday and returning on Tuesday. J

Membership Report

by Tim Wirtz

The club is growing every month with new members.



Tim Peterson joined the club in July. He lives at 10225 Berkshire Road in Bloomington, 55437. His phone number is 952-452-8664 and his email address is tpetersogac@comcast.net. He has been flying R/C for 5 years.

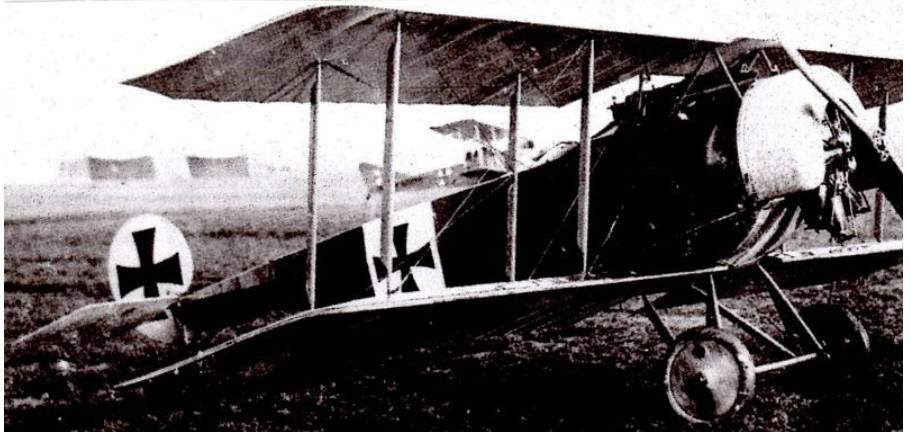
Alexander Dahlseid became a member in July. He lives at 4851 35th Avenue S in Minneapolis 55417. His phone number is 612-889-1651 and his email address is scottdahlseid@gmail.com. He has one year flying experience and currently has a P-51D and a Corsair F4U.

William Anderson lives at 7610 Edgebrook Drive in St. Louis Park 55426. His phone number is 612-845-2744 and his email address is tdanderson68@yahoo.com. He has been flying for one year and currently has a Super Cub and a Flyzone Beaver DHC-2.

Fokker D-11 (M-17)

by Conrad Naegele

The July Mystery Plane was the German Fokker D-11.



Evolved in parallel with the M-16 by designer Martin Kreutzer, the D-11 was, in its original form, an unstaggered equi-span biplane with an unusually deep fuselage, which afforded an extremely limited view. The fuselage was cut down to provide better all-around vision, and the wings were then staggered.

This plane used conventional construction, tubing, fabric and wood. First engine was an 80-horsepower 7-cylinder rotary, but almost immediately fitted with a 9-cylinder 100-horsepower rotary. Twenty of the 80-horsepower planes were allocated to the Austro-Hungarian Air Arm. Another 42, with a single un-synchronized machine gun on the upper wing, were provided to the German air arm.

The planes began arriving in the war zone in July 1916. The plane was not a very competitive airplane, and yet the plane continued to be updated, but this particular Fokker was still a dead end.

The Fokker D-11 was a single-seat fighter with a gross weight of 1,268 pounds and a speed of 93 mph. **J**

Jim Peterson lives at 3461 Bay Knolls Drive in Prior Lake 55372. His phone number is 816-506-6098 and his email address is jimerika1964@gmail.com. Jim has been flying for two years.

When you see Tim, Alexander, William and Jim at a meeting or the field, be sure and introduce yourself and welcome them to TCRC.

This brings the total 2016 membership to 137, 15 of which are new members this year. **J**

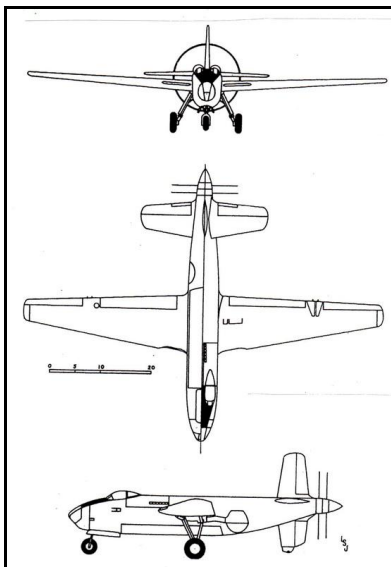
July Raffle Winner



New member Brian Johnson won the July raffle at the TCRC 'Meeting At the Field' on July 12th and from the picture above it is quite obvious he was very happy. The plane was a SIG T-Clips 70 ARF with a retail value of \$210.

At the August 9th meeting at the field' the raffle prize will be a Horizon Hobby Timber with a retail value of \$240. Chances are only \$5/each and you may enter as many times as you wish. Come to the monthly club meeting at the field on August 9th at TCRC Model Air Park in Jordan and be the next winner of the TCRC raffle. J

August Mystery Plane



Membership Chair Needed

TCRC needs a volunteer for club membership chairman.

The chair would be responsible for collecting the new member form when a new pilot joins the club, verify AMA membership, issue membership badges, update the club roster, among other duties. The process to do this is very well organized and easily done.

If you are interested please contact a board member. J

Don't



Forget!

The TCRC Membership meeting on August 9th will be held at the TCRC Model Air Park in Jordan, weather permitting.

The grill will be on and dinner will be served at 5:30 PM. The meeting will start at 7:00 PM. Bring a plane and get some flying in before enjoying a dinner on the club and then attending the membership meeting.

In case of bad weather the meeting will be at its normal time of 7:00 PM at CrossPoint church in Bloomington. J



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- 6-Ascending 180 deg. turn
- 7-Descending 180 deg. turn
- 8-traffic pattern Approach to landing
- 9-landing
- 10-Flight Realism

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THE TCRC FLARE OUT
Monthly Newsletter



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Website: <http://www.tcrconline.com>

TCRCOnline.com
A Great Website!

TCRC meets every month on the 2nd Tuesday at 7:00 PM in Fellowship Hall of CrossPoint Church located on the southeastern corner of the intersection of 98th Street and France Avenue in Bloomington. Guests are welcome to attend these meetings.

Andersen Designs



Andersen La-7
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2016 Wings Over Jordan Attracts Lots Of Pilots

Saturday, July 16th was the day scheduled for the 2016 edition of Wings Over Jordan. Bob Breisemeister was the chair for the event and he had a good turnout of pilots and spectators.



**The concessions were ready and waiting with brats on the grill.
(Photo by Bob Breisemeister)**



**This is how you get your planes to a fun fly in grand style!
(Photo by Bob Breisemeister)**

Wings Over Jordan was a low key event which gave TCRC'ers and pilots from other clubs the chance to get out and do some enjoyable flying. A total of 24 pilots did some morning flying before the afternoon wind slowed the action down. Thanks to all who helped out. **J**

TCRC Membership Handbook And Roster

by Tim Wirtz

Tim Wirtz sent out the TCRC Membership Handbook and Roster to all members individually via email so that they could each have a personal copy. The roster that has been on the website up to now is not current. That is my fault. I have been trying to update the Roster but it took me longer than I expected due to the fact I had to recreate the source document. In doing so, I updated all of the links, the AMA rules and other facts presented in the handbook as well as getting everyone's most current email addresses and pictures. If you don't see your picture but instead see an AMA logo, there are three possibilities:

1. I don't have a photo of you,
2. You chose not to have your photo in the roster, or
3. You are under 18 years of age and, by law, I cannot put your photo in the publication.

If you would like your photo in the handbook changed, please send me a new one electronically and I will get it in the next 'release'.

This new roster should be on the website soon but I wanted to get this out to you all as soon as I had it completed.

It probably won't print well on your home printer – at least not in booklet form. If you truly need a printed booklet, please reach out to me and I'll get one to you. **J**


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